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HISTORICAL SKETCH OF GRANTS PASS

Interesting Facts of Early Days as
Told by a Former Editor
of the Courier.

Editor Courier—It is true that I have consented to write a series of articles for the Courier, discussing the early days of Grants Pass, much of which will be based upon the original files of the Courier of which I am the proud possessor. The Courier has very generously given me full sweep; it dictates nothing; the only handicap I have to contend with is possible incompetency, the extenuating circumstances being that I am 40 miles from the scene of these early day occurrences with no one of the pioneer actors to consult; my files do not go back of Friday, April 9th, 1886 (whereas the town was more than two years old at that time) the time when I became actively engaged with J. H. Stine in publishing the Courier and again, dear reader, I feel that several years of constant logging of long-legged rubber boots, oil slicker coat and sou'-wester hat is not going to add much lustre to these duties. Preliminary to the main question, however, I will say that a good many years ago the Oregon and California Railroad Co. in order to acquire a grant to millions of dollars worth of land, timber and mines, along its right of way between Portland and the state line on the south, built a railroad to Roseburg, they then ceased operations and the road slumbered in a deep sleep for a good many years, until in 1883 private enterprise built a wagon road from Waldo across the coast range of mountains to the Crescent City harbor; this made great inroads upon their Southern Oregon freight shipments; the wagon tolls over this road for the first year's business amounting to \$3000. This woke up the railroad company and they immediately began the extension of the railroad from Roseburg, the objective point being Ashland.

A reference to the map will show the outlines of this aforesaid grant. Somehow to me, it resembles very much an overgrown case of skin erysipelas upon the commerce of this country; and when I consider that this government grant plainly reserved "all minerals excepting coal and iron" and in plain violation of this specific contract the railroad company upon the sale of any of this granted land proposes to reserve in its deeds all minerals to itself, and in fact for several years has refused to sell this granted land at any price, then I am fully convinced the proper name for this act of our over generous government in thus tying the people to the railroad and thus depriving them of their natural rights, is not railroad grant but instead should be called government erysipelas. The railroad company could not construct this road without bridges and fortunately for Josephine county our present U. S. consul to China, Hon. H. B. Miller and his father followed them along and built their bridges. When Harry B. Miller reached Josephine county, so favorably impressed was he with its possibilities, its climate, mines and timber resources that he decided at once that right here he would reside and do business. "The diversity of industry" said he, "will surely make a large city of Grants Pass." The Sugar Pine Door & Lumber Co. was the first result of this decision. At this time the writer first became acquainted with Harry Miller, as we always called him; he was a very outspoken, enthusiast in behalf of the future of Grants Pass and Josephine county. We fully agreed

along these lines. Grants Pass is an Oregon town and when we think of her age, she has a brilliant past; ordinarily it would be said that Oregon is the mother of this beautiful city, but in this particular instance such is not the case, for as some of us know Jackson county is the mother and the state is the grandmother. Upon the advent of the railroad, and the town-site was laid out it was in Jackson county and it became necessary for a subsequent legislature (1884, I think) to detach four townships from Jackson county and annex them to Josephine, and but for the influence of Harry Miller in the Oregon legislature, we may have failed in this effort; had this been so the diversified resources of Josephine county would today have been exerting themselves in building up a Southern Oregon metropolis in an adjoining county.

My impression now is that Harry B. Miller was a senator from this county in that legislature and Hon. Arthur A. Porter of Grave creek was our representative. At the following June election the county seat question was voted upon, the contestants being Kerby, Wilderville and Grants Pass, the result being that Grants Pass won out.

We know what Grants Pass is now because we can see it and realize certain facts which are at once patent to every one who observes, but it is not so easy for the stranger to see from whence it came. When we note the fine modern residences which are spread out over several square miles of most beautiful landscape, shade and vine, the solid comfort and contentment of which the very air about them seems to tell us, when we meet the intelligent, substantial business men who by the hundred direct its commerce and who are busy shaping its future; not failing of course to consider her large and splendid schools; nor do we overlook her many neat churches and Sunday schools, we are at once impressed with the conviction that here in this beautiful Rogue River Valley has come forth a little world of its own, and though at this writing it only numbers some 4000 souls, we know the end is not yet.

The S. P. D. & L. Co. was the first business of special importance to come to Grants Pass; Harry Miller was at its head with H. C. Kinney, a splendid second. Owing to excessive railroad freights and a small home market, this company was compelled to use great economy in every way; they were compelled to log inferior timber because too expensive to cull the choicest timber and they were also compelled by competition and high freights to ship nothing but their choicest products into the outside cash markets, for from this source must come the cash to meet the demands of the business. The home trade had but little cash in it, hence the company naturally sold their inferior lumber to their home trade as a matter of necessity. The large list of employees most all of whom were home people made this enterprise of vast importance to the then young and dependent little town, but a good many of her citizens could not see it in that light, and were loud in their denunciations of the S. P. D. & L. Co. and as a better expression of their hatred of it called it the "Sugar Pine Board & Knot Co." in fact the citizens of the town upon this and other questions actually and by word stood divided by sharp lines which finally culminated in the bitter fight over the incorporation of the town. In fact at this time the Courier, edited by J. H. Stine, fought the S. P. D. & L. Co. vigorously and continued to do so until I bought a half interest in it and swung its columns around to the hearty support of all manner of enterprise within its realms.

Davis Brower, the then leading attorney of Grants Pass, was most radical in his remarks against this company and all of its doings, and after I assumed full ownership of the Courier, told me to my face that I was the abject tool of Harry Miller and the S. P. D. & L. Co. I did not believe this because they had not dominated my paper nor had I received anything from Mr. Miller or his company but legitimate business and their friendship, and more of the latter than of the former.

This attorney, Davis Brower, had in his possession a score of letters signed by prominent officials and business men from whence he came and which I had the pleasure to read; they gave me great confidence in the man and I employed him. He was aged and experienced; I was young and green and needed a prop; we were very thick but it did not last long; soon Mr. Brower approached me for the purpose of controlling the heart and soul of the Courier, adversely to the best interests of the town, as I believed, we exchanged respective accounts, settled up and quit. I have always believed that Davis Brower wrote and signed those letters of recommendation himself.

Hon. R. A. Booth at this time was clerking in the S. P. D. & L. Co.'s store which was on the northwest corner of Sixth and Front street. George H. Kelly was Wells Fargo & Co. agent and assistant to Mr. Booth. John F. Kelly was traveling salesman for the S. P. D. & L. Co.

W. J. WIMER,
Waldo, February 12, 1906.

SPOKANE CAPITALISTS VISIT GRANTS PASS

Were Investigating Railroad and
Mine Investments—Were
Pleased With City.

Dr. J. F. Reddy arrived in Grants Pass Monday from Spokane accompanied by M. J. Sweeney and John Condon, two capitalists of that city. They spent the day here in conference with the executive committee having in charge the promotion of the railroad from Grants Pass to the Illinois Valley. They submitted a proposition to finance the undertaking but their offer did not meet the approval of the local backers of the enterprise and no deal was made. Mr. Condon is a mining and railroad capitalist of Spokane as is also Mr. Sweeney. The latter is a brother of Patrick Sweeney, one of Spokane's biggest millionaires, and who has investments all over the Northwest, among them being real estate holdings of nearly a million dollars that he acquired in Portland last year. Messrs. Sweeney and Condon were well pleased with the substantial appearance of Grants Pass and with the encouraging outlook for its future. Though knowing only in a general way of the resources that give the backing to Grants Pass, yet they were confident this place had a territory, rich in varied resources, that if made tributary by means of steam and electric roads would make this city a second Spokane. Railroads alone built up Spokane from a sagebrush village to one of the largest and most prosperous cities in the Northwest. There are now no less than 12 steam and electric railroads converging into Spokane, and two steam and two electric roads will be added to the list during this year and early next year.

Messrs. Sweeney and Condon while in the city visited the Miners Association exhibit room and were well pleased with the showing of minerals. The copper ores especially interested them and it is quite probable that so soon as the wagon roads are in better condition and the snow out of the mountains in the copper districts that these gentlemen will return and thoroughly examine a number of the best copper properties.

New Gold Saving Plant

A \$7000 gold saving plant has been installed in the Galice district, and it does the work claimed for it, it will revolutionize gold mining in Southern Oregon. This new method consists of a series of settling tanks and a different way of handling the quicksilver from that now in use. This new plant was put in last Fall at the Harvey mine by J. E. Sanders, of Pittsburg, Pa., some of the big iron manufacturers of that city being back of the enterprise. Only the tailings from the mine are worked and it is reported that from them more gold is being saved than is taken from the 1000 feet of sluice boxes above. Over 15,000 feet of lumber was used in constructing this novel plant and it covers a quarter of an acre of ground.

TO ERECT OIL TANKS IN GRANTS PASS

Southern Pacific Locomotives to
Burn Crude Petroleum.
Change Soon.

Colonel J. B. Eddy of Portland, right-of-way agent for the Harriman lines in Oregon, was in Grants Pass Tuesday to secure a permit from the council to allow the Southern Pacific to erect crude petroleum tanks within the city. During the day Colonel Eddy saw the various members of the council and he was given the assurance that the city would make no objection. The oil tanks will be built of steel and so protected that they neither will catch fire nor can readily be set afire. As a fire risk to the city they will not be so great as the tanks of hundreds of cords of wood and the big coal bunkers that the Company has had in the yard here for years.

There will be two of these tanks, one for storage purposes of 30,000 barrels and one from which locomotives will be supplied that will hold 28,000 gallons. The small supply tank will be located where the coal bunker now stands. The big storage tank will be located 300 feet distant from the supply tank and will stand near Gilbert creek along the siding leading to the present woodyard.

Steel plates and frame work are now being prepared at the rolling mills and will be shipped all ready to be put in place and riveted. Colonel Eddy thought that the material would arrive in Grants Pass by the first of March that the tank crew would be here by that time to set them up. Tanks will also be erected at Roseburg, Junction City and Portland. The Company now has tanks at Ashland. All locomotives on the Southern Pacific system in California, Nevada, Arizona and New Mexico now burn oil and now all the Oregon lines are to use oil. The O. R. & N. and its branches and the Astoria road now use oil burners. So soon as the tanks are completed the locomotives on this division will be sent in relays to the shops and have their furnaces changed to oil burners and the tenders fitted with a tank for holding oil.

In burning oil in a locomotive or other furnace, steam is forced out with the oil under such a pressure as to blow the oil into a spray which on being ignited burns with a fierce heat, quite equal to the best coal fire. Thus a "dead" locomotive could not be fired up with oil. A small stationary boiler at each round house will supply the steam, when necessary to locomotives. The Southern Pacific laid off their wood cutting gangs nearly a year ago and their wood supply has been allowed to run down. Such as will be left will be used for depot stores. Discontinuing the coal bunker here will bring the discharge, or transfer to other work of the four men who now unload coal cars and coal up locomotives. A fireman will still be required on the locomotives, but his strenuous work will be gone and he will only have to adjust the valves regulating the supply of oil to the furnace and the water to the boiler.

Stamp Mill for Mt. Pitt Mine.

A. E. Hooper was in Grants Pass Wednesday from the Mt. Pitt mine. He stated that the compressor and three drills he recently purchased in San Francisco have arrived at the mine and it is expected to have them in operation by next week. The power will be supplied by the 35 H. P. boiler and engine he lately purchased out of the sawmill operated on Jump-off-Joe last year by the Enterprise Mill Company.

Mr. Hooper stated that he had placed an order for a 5-stamp mill and he expected to have it in operation within the next 60 days. It will be operated by water power, already installed and heretofore used to run a two-tub arrastre. A large quantity of ore is now on the dump and a force of men will be employed in further opening the mine and getting it in shape for delivering ore steadily to the mill.

NEW METHOD OF SELLING REAL ESTATE

Over \$35,000 Worth of Real
Estate Moved in the Last
Forty Days.

We are not satisfied with the present methods of handling real estate, to list it and let it wait for a buyer to acquire for it. In December we commenced working on a paper which will be published monthly and be known as the Grants Pass Bulletin. It will not

be a newspaper, it will contain nothing but write-ups of Grants Pass, Josephine County and Southern Oregon. The write-ups of all industries will appear under a cut showing some scene of such industry, and all properties that we have for sale will be written up under a cut of the house on the property, if any. We have already taken over 60 photographs of properties, which will appear in our next issue. We expect to utilize over one-half of the space in the paper in cuts of buildings and scenes.

We have a mailing list of about 500 people in the East who have inquired about the West in the last year and expect to send each of these people one of our papers each issue. It is also our intention to take a bundle of these papers on each passenger train that pulls into Grants Pass and give one to each passenger. It is our intention also to furnish them free to any one who wants them with stamped wrappers for mailing. We expect to get the best results from the papers we distribute on the trains, as our trains are 12 hours out from Portland and 23 hours from San Francisco without fresh reading matter and we believe that the passengers will be ready to receive and read anything descriptive of the country. If the paper falls into a farmer's hands there will be a farming scene which will attract his attention, and a miner, a mining scene, a lumberman a timber scene, etc. In this way we hope to interest a great many people in our locality who perhaps might never realize there was such a place on the map as Grants Pass only for the information they may receive through the columns of the Grants Pass Bulletin. We believe that the history of the rapid growth of Grants Pass will date from the appearance of the first issue of the Grants Pass Bulletin.

We are not asking any assistance from the business men of Grants Pass nor the people of this locality in getting out this paper, except that they give

us a part of their real estate business. Our commissions are five per cent, the same as the other real estate dealers in the locality, and we charge nothing for advertising.

There is one thing that the public may expect, that the Grants Pass Bulletin will not make any exaggerated reports on the conditions of this locality. It will be our intention to write it up in a plain, conservative manner, so that all Eastern people who are induced through the columns of the Grants Pass Bulletin to come here can say truthfully after they have settled here the country is better than was represented by the Grants Pass Bulletin.

We hereby respectfully solicit those who have real estate for sale to come and list it with us and we will photograph the same and run it in our next issue. We believe that by so doing the attention of their property will be brought to hundreds that would not know of it otherwise.

Thanking the public for their past patronage and assuring them of our appreciation of anything they may do for us in the future, I wish to announce that I am in the Wholesale and Retail Real Estate business.

W. B. SHERMAN.

Another Brick for Sixth Street.

Jacob Strauss, who recently sold his fine farm on Applegate, is making investments in Grants Pass real estate. This week he made the purchase of the two lots, on the southeast corner of Sixth and I streets, from a Colorado party. The price was \$3800, which makes the property a fine bargain in proportion to real estate values on other sections of Sixth street.

The lots are now occupied by a Chinese wash house and another old wooden structure. These Mr. Strauss will remove and erect on the property a two story brick building. As to whether he will do this year or postpone it to a future time depends on how Grants Pass grows. If the city has a prosperous year he may put up the brick this Summer, but if the railroad and other undertakings are let drop then he will postpone his building operations.

THESE PRICES ARE SPECIAL AND FOR THE TIME
SPECIFIED. THE GOODS CAN NOT LAST LONG. A
LOOK WILL CONVINCCE YOU THAT OUR VALUES ARE
UNEQUALLED.

30-DAY SALE-30

From January 15th to February 15th

.....SPECIALS.....

- All Ingrain Wall Papers 25¢ per Bolt of 3 Rolls
- All Pillows 20% Discount—that means
Pillows formerly \$1.00 now .80c
" " " 1.50 " 1.20
" " " 2.00 " 1.60
" " " 4.00 " 3.20
Sofa Pillows included.
- All Air-Tight Heaters 33 1/3% Discount
Heaters formerly \$7.50 now \$5.00
" " " 5.50 " 3.67
- Cook Stoves Regular \$15.00, Special \$12.90
- Dinner ware, Blue and White, 20 per cent off.
- 1 lot 30x60 Rugs, regular \$1.50 and \$2.00
Some shopworn, to close at..... \$1.00
- 1 lot Cotton Carpet, regular staple goods. We
have too much; regular 48c, now..... 35c
- Cut Glass—33 1/3 per cent Discount, that means
goods that sold for \$5.00 are now \$3.54.
- Range Cook Stoves, with reservoir, regular \$30.00,
now \$23.50.
- Trunks—\$9.00 Trunks for \$6.50.
- Oak Upright Folding Beds regular \$22.00, no \$17.60
- Mahogany Finish Suits 3 pieces—
Bed, Dresser and Commode, large French
bevel plate mirrors, regular \$35.00.....\$27.50
- Solid Quartered Oak Buffet—
Polished French bevel plate mirror, regu-
lar \$37.50.....\$27.85
- Solid Quartered Oak Chiffoniers—
Polished large French bevel plate mirror, regu-
lar \$26.00, for.....\$21.65
- Lace Curtains 25 per cent discount
- Portieres, 20 per cent discount
- Table Covers, 25 per cent discount
- Picture Frames, 20 per cent discount
- Picture Mouldings—A choice selection, bring in your pic-
tures.

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